(d) No, Sir.

(e) Does not arise.

Survey of rail lines in Uttaranchal

†1157. SHRI HARISH RAWAT: Will the Minister of RAILWAYS be pleased to state:

(a) whether the survey work with relation to Tanakpur-Ghat-Bageshwar and Rishikesh-Karnprayag rail lines in Uttaranchal has been completed; and

(b) if so, the reasons for not starting the work inspite of completion of survey work with regard to said rail lines in the most backward but a State having great future potentials i.e. Devbhoomi?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) The survey for a new line from Tanakpur to Ghat-Bageshwar (110 Kms.) were completed in the past but could not be considered due to its unremunerative nature, constraint of resources and heavy throwforward of ongoing projects. Further, based on demand, an updating survey for Tanakpur-Ghat-Bageshwar has been taken up.

As regards Rishikesh to Karnprayag, a survey was completed in 1999-2000 as per which the cost of construction of 125 Kms. long line was assessed as Rs. 1372 crore. The proposal could not be considered in view of unremunerative nature, constraint of resources and heavy throwforward of ongoing projects.

Rail Coach Factory

1158. MS. PRAMILA BOHIDAR:
SHRI B.J. PANDA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is proposed to set up rail coach factory at Rai Bareli in Uttar Pradesh and a loco unit at Saran in Bihar;

(b) whether Government also propose to set up another rail production unit in Bihar State;

† Original notice of the question was received in Hindi.

(c) if so, whether a rail production unit is also proposed to be set up in the most backward Orissa State, which does not have even one such production unit in the State; and

(d) if so, details thereof and if not the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. Hon'ble Minister of Railways had announced during the debate on Supplementary Demand for Grants 2006-07 on 11.8.2006, that there is a proposal to set up a new coach factory and a locomotive factory at Rai Bareli in Uttar Pradesh and Saran in Bihar respectively.

(b) and (c) So far no decision has been taken to set upany new Production Unit other than those mentioned in Part (a) above.

(d) Proposal for setting up **a** new production unit is based on projections of sustained demand and the locations are decided based on requirements of the project.

Gauge conversion of Delhi-Rewari route

1159. SHRI DHARAM PAL SABHARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Delhi-Rewari broad gauge conversion work has been completed;

(b) if so, the details thereof and by when the passenger trains are likely to run on the said track; and

(c) if not, the reasons therefor and by when the work is likely to be completed along with the details of cost escalation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) The work is being done in two phases. Through traffic between Delhi Cantonment (Cantt.) and Rewari started on 03.11.2006 and operation of through passenger trains started on 10.11.2006. The second phase involving yard remodeling and signaling works to effect changes is likely to be completed by 31.03.2007. The section from Delhi Cantt. to Delhi Sarai Rohilla is likely to be opened by 31.03.2007.